




July 13, 2017

To: Transit Committee

From: Darrell Johnson, Chief Executive Officer 

Subject: Transit Master Plan – Opportunity Corridors

Overview

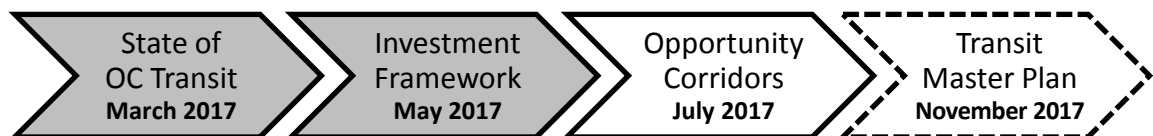
The Transit Master Plan will develop an integrated bus, rail, and paratransit plan for Orange County. This plan will identify future potential transit corridor studies and recommend changes to existing transit service. Staff is presenting the draft Transit Opportunity Corridors for Board of Directors' consideration.

Recommendation

Direct staff to finalize the Transit Opportunity Corridors based on Board of Directors and upcoming stakeholder input, and return to the Board of Directors in November 2017 with a draft Transit Master Plan.

Background

The Orange County Transportation Authority (OCTA) initiated the Transit Master Plan (Plan) in summer 2016. This process is taking a high-level look at long-term transit needs throughout Orange County (County) and recommending a series of corridors suitable for additional transit improvement. In addition, the Plan will help guide future recommendations for fixed-route bus service. Projects identified in the Plan will be considered in the OCTA Long-Range Transportation Plan and position OCTA for upcoming transit funding opportunities.



Discussion

This report presents the draft Transit Opportunity Corridors, which will be further analyzed in the coming months. The corridors were developed based on information gathered from the “State of OC Transit” report and screened using

the “Transit Investment Framework,” which were previously presented to the Board of Directors (Board). Staff is also providing an update on the results of the recent public survey.

Build Your Own System Survey Results

As part of the Plan process, OCTA has conducted extensive outreach to stakeholders throughout the County. The most recent effort was a “Build Your Own System” survey where the public was asked to prioritize various options to improve transit services. Over 3,000 surveys were received, representing both existing riders and non-riders. A total of 1,694 respondents completed the Build Your Own System survey, and 1,370 respondents completed the follow-up survey (Attachment A). The top ranked priorities were:

- High-capacity transit/rapid transit service,
- More frequent service,
- Real-time information,
- Service where demand is highest,
- Early-morning and late-night service,
- More weekend service,
- Long-distance service,
- Shelters, seating, lighting, and
- Transit signal priority.

Both riders and non-riders identified high-capacity transit such as Bus Rapid Transit (BRT) and streetcar as the top priority. More frequent, early morning, late-night, and weekend service were also top priorities for existing riders. The results of the survey will be used to develop both short-term bus service recommendations and prioritize capital investments in the draft Transit Master Plan.

Corridor Development

The project development team initially identified over 30 potential Transit Opportunity Corridors. The list was intended to be exhaustive during this initial screening phase. Corridors were added based on previous transit studies, “State of OC Transit” report analysis, connections to other regional transit projects, and existing high-ridership bus routes.

Both arterial and freeway corridors were considered. Service on arterial corridors would consider both bus and/or streetcar. Examples of these modes include the planned OC Streetcar and Bravo! limited-stop bus service. Stops would be spaced a quarter mile to one mile apart, and the service would be provided within existing right-of-way. Service on freeway corridors would be BRT service using

the existing high-occupancy vehicle lanes. Stops for this type of service would generally be spaced five miles apart. Both services would use larger vehicles, have improved stop amenities, and operate frequent service during commute hours.

Corridor Evaluations

The initial screening used a set of 14 criteria recommended in the “Transit Investment Framework”. Initial screening criteria are described in table 1 on page 2-2 (Attachment B). The initial corridors were divided into arterial segments and freeway BRT stops for analysis. The analysis zone for arterial corridors was within a quarter mile of the proposed alignment, while the freeway BRT corridors were within a quarter mile of the proposed stop locations. Scoring results by segment and freeway stops are shown in Appendix B of Attachment B.

Draft Corridor Recommendations

The project development team reviewed the results of the initial screening to develop ten draft corridors for consideration. Each corridor includes segments or stop locations that rate highly in the initial screening, although some also include segments that rank somewhat lower. By combining these segments and stop locations into “complete” corridors, with major anchor destinations or transit hubs at each end, it is possible to better represent potential alignments.

The following eight arterial corridors (four north-south and four east-west), and two freeway BRT corridors are recommended for further development and evaluation. A map showing these corridors is shown as Attachment C.

- Arterial Corridors
 - Beach Boulevard: Fullerton Park and Ride to Downtown Huntington Beach.
 - Harbor Boulevard: Fullerton Transportation Center to Hoag Hospital in Newport Beach.
 - State College Boulevard/Bristol Street: Brea Mall to the University of California, Irvine.
 - Main Street: Anaheim Regional Transit Intermodal Center to South Coast Plaza in Costa Mesa.
 - La Palma Avenue/Lincoln Avenue: Anaheim Canyon Station to Hawaiian Gardens.
 - Chapman Avenue: Beach Boulevard to Hewes Street in Orange.
 - 17th Street/Westminster Avenue: Tustin Street to California State University, Long Beach.
 - McFadden Avenue/Bolsa Avenue: Larwin Square in Tustin to Goldenwest Transportation Center in Huntington Beach.

- Freeway BRT Corridors
 - Interstate 5: Fullerton Park-and-Ride to Mission Viejo/Laguna Niguel Station.
 - State Route 55: Santa Ana Regional Transportation Center to Hoag Hospital, Newport Beach.

Next Steps

Staff will return in November 2017 with a draft Transit Master Plan document including ranked Transit Opportunity Corridors. Staff will be soliciting feedback on the draft corridors from stakeholders during the summer.

Summary

This report provides a summary of the draft Transit Opportunity Corridors. Staff is seeking Board input on the draft corridors prior to seeking stakeholder and public feedback.

Attachments

- A. Memorandum from Steve Boland and Jennifer Wieland, Nelson Nygaard, to Gary Hewitt and Chad Kim, Build Your Own System (octransitvision.com) Survey Results
- B. OC Transit Vision, Transit Opportunity Corridors, Initial Screening and Preliminary Recommendations
- C. Map of Draft Transit Opportunity Corridors

Prepared by:



Gary Hewitt
Project Manager, Transit Planning
(714) 560-5715

Approved by:



Kurt Brotcke
Director, Strategic Planning
(714) 560-5742